

Rail Capital Program

The Rail Capital program provides support, administration, coordination, and planning for passenger rail and freight rail, including operating subsidies for the Amtrak *Cascades*.

Passenger Rail Capital Program

The Passenger Rail Capital Program is requesting several changes for projects included in the 2003 Transportation Funding Package. These changes are in two groups. The first group of investments between Seattle and Portland enhances operation of existing passenger rail service by adding a fourth round trip, and also provides necessary infrastructure for the future fifth round trip. The second group involves projects between Seattle and Blaine that support operations of the existing Seattle-Vancouver, BC and Seattle-Bellingham service.

Rail Projects – Group One

Seattle-Portland Project Changes

WSDOT will add a fourth round trip between Seattle and Portland during the last half of 2005. Each increase in the number of round trips requires improvements to add capacity to the mainline. This proposal presents the best sequencing of improvements to achieve current operational benefits and capacity to support additional future service. Some of these projects require additional funding. The Department's current long-range plan would add a fifth round trip between Seattle and Portland within ten years.

Vancouver Rail Project

This project will construct capacity improvements that include a bypass of the freight yard and 39th Street grade separation. The department recommends \$1 million be brought forward into the 05-07 biennium from the 07-09 biennium for purchase of right-of-way to secure property against possible development. This will be added to \$500,000 currently available for property acquisition.

Kelso-Martin's Bluff Rail Project

This project will construct additional main line and storage tracks along an 18-mile corridor. WSDOT recommends \$300,000 in project funds be brought forward into the 05-07 biennium from the 09-11 biennium to allow completion of NEPA and Endangered Species Act environmental processes. This will augment the \$200,000 in Pre-Existing Funds in the 03-05 Budget.

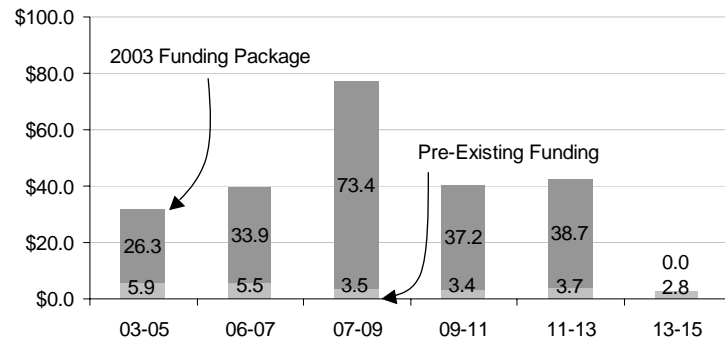
High-Speed Crossovers – Centennial

This project will construct a pair of high-speed crossovers near Centennial Station in Lacey. WSDOT recommends an increase of \$1.8 million in the 05-07 biennium to match the current estimate of \$3.9 million for design and construction. The project will provide the greatest improvement in reliability of any of the

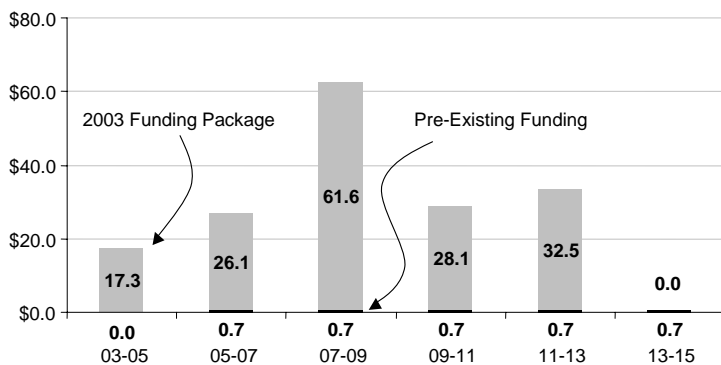
High-Speed Crossovers – Tenino

This project will construct a pair of high-speed crossovers near Tenino. WSDOT requests that the \$2.9 million in funding for this lower priority project be delayed from the 05-07 biennium to the 07-09 biennium. Further, WSDOT requests an increase of \$0.98 million in the 07-09 biennium to match the current project estimate. The project will provide the fourth-greatest improvement to reliability of the crossover projects required for the fifth Seattle-Portland round trip.

**Rail Capital
Ten Year Plan for Pre-Existing Funds and
2003 Transportation Funding Package**
(Dollars in Millions)



**Passenger Rail Capital
Ten-Year Plan for Pre-Existing Funds**
(Dollars in Millions)



High-Speed Crossovers – Winlock

This new project will construct a pair of high-speed crossovers in the vicinity of Winlock. WSDOT is requesting the project be added to the list in the 2003 Transportation Funding Package and be funded at \$3.93 million for design and construction in the 05-07 biennium. This project had been included in the WSDOT budget request for the 2003 legislative session, but was not included in the 2003 Transportation Funding Package. The project will provide the second-greatest improvement to the reliability of the crossover projects required for the fifth Seattle-Portland round trip.

High-Speed Crossovers – Ketron

This project will construct a pair of high-speed crossovers near Ketron Island in Pierce County. WSDOT requests that \$2.9 million in funding for this lower priority project to be delayed from the 05-07 biennium to the 07-09 biennium. Further, WSDOT requests that the project funds be increased to \$3.9 million. This project will provide the third-greatest improvement to reliability of the crossover projects required for the fifth Seattle-Portland round trip.

Pt. Defiance (Lakewood) Bypass

This project will construct and upgrade part of the mainline tracks along a 20-mile corridor for passenger service. WSDOT requests that the funding for this project be reduced by \$7.7 over the next 3 biennia in order to fund changes in sequencing of other projects. The remaining project funds, when matched with federal funds, will allow completion of the first stage of the project. The first phase will allow Amtrak *Cascades* trains to use the bypass route and reduce the travel time by six minutes. The second stage will reduce travel times further and support additional Seattle-Portland round trips. This project is the only project required for the sixth, seventh, and eighth Seattle-Portland round trips funded by the 2003 Funding Package.

Rail Projects – Group Two

Seattle-Blaine Project Changes

In 1999, WSDOT and BNSF agreed to a number of improvements to accommodate a second Amtrak *Cascades* train north of Seattle and to allow this second train to begin operating before the improvements are complete. Now, many of these projects have been completed or are underway. Rail Projects-Group Two combines two of these required projects into a single project that will fulfill the department's obligation for the continued operation of the second Amtrak *Cascades* train. The recommended changes do not increase the total funding provided in the 2003 Legislative Package.

PA Jct. to Delta Jct. Speed Increase

The funding provided in the 2003 Funding Package is not adequate to construct the project as originally scoped. A lower cost project scope has been negotiated with BNSF, but this still exceeds the funding provided. WSDOT recommends increasing the project funds by \$5 million in the 05-07 biennium by taking advantage of BNSF's agreement to forgo state funding for the Ballard Double Track and Crossover project. The revised scope will reduce travel times through the area by an amount less than originally projected, but will still provide storage tracks to keep freight switching work off the main line.

Ballard Double Track & Crossover

As reported in the March 2004 Watch List, BNSF has notified WSDOT that it will build the planned improvements using funds received from Sound Transit, under the recent agreement for Sounder service to reach Everett, and will not be asking for state funds. Based on this information, and after negotiating with BNSF regarding the increase in the cost of the PA Jct. to Delta Jct. Speed Increase project, WSDOT recommends that the \$5 million in project funds (\$3.75 million in the 2003-2005 budget and \$1.25 from 2005-2007 budget) be removed from this project and placed in the PA Jct. project.

Freight Rail Capital Program

Freight Rail Capital provides assistance loans and grants to railroads and local governments to keep freight rail services viable throughout the state, including funding track repairs and enhancing business access to rail service.

With the approval of the Palouse River and Coulee City Acquisition, the PR&CC Cheney-Coulee-Pullman Upgrade project will begin in 2005. The funding for this project continues through June 2013. The project will result in improved rail service for agricultural shippers in Douglas, Lincoln, Spokane and Whitman Counties. The Palouse River and Coulee City Railroad is the state's largest grain-hauling system, which supports 1,450 existing jobs and keeps more than 28,000 heavy truckloads per year off state highways.

The Cascade & Columbia River-286k Upgrades project will be completed in 2007. The project will upgrade the Okanogan County's only rail line to accommodate 286,000-pound freight cars. This will result in making North Central Washington counties rail rates competitive, and keeping 11,250 heavy truckloads per year off state highways.

The TS&W Yakima Sawmill Traffic Upgrades project will also be completed in 2007. This project will upgrade the existing Toppenish Simcoe & Western line to accommodate the recently increased rail traffic from the Yakima Tribe sawmill, and will support 225 existing jobs.

The Emergent Freight Rail Assistance Project will fund one or more freight rail projects, not listed above, to be designed and/or constructed during the 05-07 biennium. These projects will be emerging opportunities that result in economic development or maintaining rail service on light-density rail lines. Project selection will be based on a recently instituted ranking process. At this writing, those projects have not been selected.

**Freight Rail Capital
Ten Year Plan for Pre-Existing Funds**
(Dollars in Millions)

